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HONGKONG, THURSDAY, JUNE 10, 1909.

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Hongkong, May 1, 1907.

CANTON NOTES.

(From Our Own Correspondent.)
CANTON, June 9.
FLOODS.
Great quantities of rain have fallen in the upper reaches of the river. At Wufeng, it is reported. Many residences have been inundated and the people are suffering great distress. At Canton especially between the City and Hsiao-shan the situation is running with great force and the sampan have great difficulty in going against the current. No rain has fallen in the city, but the streets are still many inches under water. The heat, during the hours of sunshine, is intense and is far more unpleasant to bear than the heat of Singapore or Bangkok.

THE NEW FORT.
In spite of the fact that certain merchants in Hongkong and Macao have done their best to cause the new port at Hsiao-shan to come to a premature end, the place gives evidence that it is possessed of a very considerable amount of vitality. It is said that there are over a thousand persons at the site and many mat-sheds are serving for provision stores and dwellings pending the erection of more permanent structures. Two river cruises have been sent by Admiral Lee to the place and there are over a hundred fishing junks in the locality.

CRIME AT SHUI TAI.
The Shui Tai district seems to possess an unenviable notoriety, judging from the number of times we have to chronicle crime emanating from thence. The following is the latest addition to its annals:—A certain man who was a disguised bandit knocked at the door of one Ng and said that the latter's particular friend had desired to speak to him on an important matter. The two men went out of the house together. The bogus messenger's confederates waited in the house. They bound the female inmates and intimidated them with fire arms and proceeded to loot the place. They made off with more than \$500 and all the most valuable property in the house. Later, the unfortunate returned to find his home a scene of desolation. He set free the bound persons and informed the Magistrate. This officer did not trouble to investigate in person this serious case but simply told a Yamen runner to go and see if Ng's tale was true. There is much dissatisfaction at the official's conduct and the recent escapes from the district gao have not done much to increase the people's respect for their Magistrate.

ANOTHER PRISON DISTURBANCE.
There has been a great fight among the prisoners at Nam Hoi, the men using knives and iron bars with which to assault one another. One man was stabbed to death and eight received shocking wounds. The guard was entirely unable to stop the fray and the Magistrate was forced to telegraph for military assistance. Not until the arrival of the soldiers was order restored. The doctors of the Red Cross Society were also summoned to give aid to the injured. Four men were taken to the hospital and the remainder were put back to jail to await further trial.

RETURN OF A JUDGE.
Provincial Judge Ngai has just returned from a mission to Kwong Sai where he has been sent by the Viceroy relative to certain cases of grave importance. On his return to Canton he was stricken with illness but is now improving. It is said that on his recovery he will be sent into Kwong Sai to act as Provincial Treasurer.

WATER SUPPLY.
The Canton Self-Government Society sent a petition to the Water Works Company praying the company to take over the management and responsibility of all drains and sewers in the city. These, the petition pointed out, are in a very bad state and causing the public health to suffer.

This is certainly a very good suggestion and it is to be hoped that it will be acted upon. Unless any one has personally seen the condition of things under the flagstones of the streets he has very little idea of the extremely unsanitary condition of affairs.

GAS FOR CANTON.
A certain merchant has sent a tender to the authorities stating that he is prepared to manufacture and distribute coal gas for use in Canton. The Town of Native Industries has informed him that there has been received a prior application from another gentleman. The official further says that as the matter is of such grave importance consideration must be held over until the opinions of certain influential persons (including the editors of the Native Press) upon the subject.

OVERSIGHTING THE RAILWAY.
The Director of the Yit-Han Railway has sent a petition to the Viceroy begging him to instruct the various Magistrates to issue warnings to the people living near the railway. Many of these latter, either through ignorance or malice, have been guilty of placing stones on the rails thus making it possible for serious accidents to occur.

A DOCTOR HELD TO RANSOM.
A foreign trained doctor living at Sai Nam was asked to call on a patient. While in a lonely place he was seized and taken away to the mountains by bandits and a large sum of money is being demanded for his ransom.

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Giving Name, Number & Location of each House.

PLAN of City from Pokfulam Road to Wanchai Road; Residential Roads, numbered to date 1908.
Small Scale Map of Island, Channels and Kowloon Point, showing Docks, Railway, Green Island Cement Works, etc.
COURTESY BY K. A. MASSEY.
The above in cloth-bound case with pocket for Map, names in English and Chinese with pronunciation and location of principal Roads and Streets, Peak, City and Kowloon with Legalized Tariff for Chair and Ricksha-hire; Price \$2.00. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KELLY & WALSH, BARNES & Co. and Thos. Cook & Son, Hongkong, May 20, 1909.

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A SPECIAL MATINEE will be given next SATURDAY, 12th inst., commencing at 5 P.M.
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Hongkong, June 8, 1909.

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WHITTAKER.

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Hongkong, June 8, 1909.

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Fare, 1st Class, \$3.50 single passage.
Male. \$1 each.
Servants' passages must be paid for.
CHEUNG ON STEAMBOAT CO., LTD.
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Hongkong, November 12, 1908.

PARA VENDA.

GRANDE sortimento de
LIVROS de MISSA em
Portuguez, encadernados em
lindas capas de phantasia cores.
Precos modicos.

Dirija-se a
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Hongkong, June 9, 1909.

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The Flow of the Earth (Die Antike der Erde), by E. Suess, Trans. by H. B. O. Sells. Vol. 1 & 2. 4.00.
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MATINEES:

SATURDAYS & SUNDAYS, AT 4 P.M.

Hongkong, March 6, 1909. 328

ALEXANDRA

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Hongkong, January 26, 1909. 111

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MEMOS FOR TOMORROW.

Amusements.

9 p.m.—Performance of Bandmann

Opera Co. at City Hall.

General Memoranda.

SATURDAY, June 12.—

2.30 p.m.—Auction of Smyrna Carpets,

at Messrs. Higgs & Hogg's Sales

Rooms.

5 p.m.—Machine performance of Band-

mann Opera Co. at City Hall.

9 p.m.—Boxing at City Hall.

MONDAY, June 14.—

Goods per T. Hume unloaded after this

date per Noon will be subject to rent

and landing charges.

TUESDAY, June 15.—

Goods per Benadi, undelivered after

this date subject to rent.

Goods per Dewah not cleared at 4 p.m.

on this date subject to rent.

WEDNESDAY, June 16.—

Goods per Sanuki Maru not cleared

on this date subject to rent.

The China Mail

HONGKONG, THURSDAY, JUNE 10, 1909.

THE AIRSHIP IN WAR.

With the Dreadnought controversy still

exercising the public mind there is

a danger lest a possibly far more serious

aspect of national defence is overlooked.

We refer to the progress which is steadily

being made in the conquest of the air

and the consequent prospective advent

of the day when the airship will play its

full part as a deadly machine of war.

The mere mention of the continued

development of aeroplanes and of the

efforts which are daily being made in

specialisation to render these machines

more fit to take a commanding place in

offensive operations against an enemy,

carries its own conviction that the time

cannot be far distant when there will be

a complete and startling revolution in

the methods of modern warfare. As to

how far a fleet of military airships would

be able to counterbalance or nullify the

possession by a nation placed on its

defence of a hitherto invincible Naval

force is a question which must largely

be left to experts to decide. But even

the bare possibility of supremacy at

sea being brought to nought in this way

prompts the view that steps should

speedily be taken to establish on a well-

defined basis an international agreement

as to what may and what may not be

considered acts of aggression in man-

oeuvres in the air. The present absence

of such regulating laws leaves the whole

matter in a chaotic and decidedly unsatisfactory state.

degree perturbed at the fact that hourly

scientific invention was bridging over

physical barriers the existence of which

have for so long been regarded as a

certain security against the danger of

invasion. To emphasise, as we are

doing, the fact that at the present time

Great Britain is, because of modern

developments in aviation, less immune

from attack than she hitherto has been

might in some quarters engender a fresh

attack of "nerves." But that is not

the spirit in which we wish this

reminder to be received. Panics

serve no useful purpose. Our object

will be attained if we succeed in estab-

lishing, in view of instances such as we

have quoted above, the absolute necessity

of the councils of the nations evolving

for their mutual benefit a code of fixed

laws which may be applied to the opera-

tions of airships when utilised for

military purposes. And for the attain-

ment of this end we can conceive

no better suggestion than that there

should be summoned a conference of the

leading Powers to thoroughly thrash

the matter out and arrive at satisfactory

conclusions.

Those who have followed the trend of

the times must have observed that all

the foremost nations are at present

seeking to avail themselves of the very

latest improvements in aerodynamics. In

Germany, both in commercial and

military circles, there has been an

almost astonishing adaptability to the

new conditions. The mere fact that

regular airship services between city

and city have been inaugurated in the

Fatherland is a significant sign and one

which would seem to warrant the

inference that corresponding, if not

greater, activity might be found in the

War Department. Still, there are yet

considerable difficulties to be overcome,

for it is said in German military

circles that in spite of its recent very

successful ascents even the airship

'Zeppelin' I' does not altogether

fulfil the conditions required for making

it a serviceable military airship.

Not a great deal has been revealed as

to what Great Britain is doing, but the

need for advice being given to the

Government on aeronautical matters

was strikingly shown in a recent article

in the Times. In this the writer pointed

out that at Farnborough (the military

aeronautical factory) practically the

same staff is asked to produce balloons,

dirigible balloons, and aeroplanes. In

France and Germany each section of the

work is handed over to specialists, for

in effect the three types of aerial vessels

require separate factories, and men

specially trained to their particular

requirements. The factory and sur-

roundings at Farnborough are, accord-

ing to the writer, quite unsuited for the

development of the aeroplane, and are

not even well adapted for dirigible

balloons. The existing shed "can

harbour one small-sized dirigible and

one aeroplane with difficulty, but would

be unable to give proper shelter to a

dirigible of the proportions now

deemed requisite by the best authorities.

As for the single aeroplane stationed

there, it has to be taken out sideways

through the narrow door, entailing a

great waste of time. The surroundings

of the factory are such that the machine

can never be fully tested without grave

risk of accident, and thus our aviators

cannot be properly trained there.

Until we have highly trained men no

machine, however satisfactory, will be

safe in their hands, and useful and

novel ideas can never be thoroughly

tested. Painful economy is to be

Since this article was penned, however,

we have fortunately received official as-

surances of the vigilance of the Home Go-

vernment in the matter in the most recent

of which the PRIME MINISTER announced

that measures have been taken to place

the work of the Navy and Army in

aerial navigation on a more satisfactory

footing, one item being the reorganisa-

tion of the balloon factory at Aldershot.

A special Department is to be formed

at the National Physical Laboratory at

Teddington for continuous investigation

and to superintend its operations and to

advise generally on the various problems

with which the Admiralty and War

Office will have to deal. Mr. Asquith has

appointed a special committee of experts,

under the presidency of Lord Rayleigh.

Finally, the Prime Minister gave a wel-

come affirmative to Mr. Lee's inquiry

whether special and adequate funds

would be put at the disposal of the new

THURSDAY, JUNE 10, 1908.

PROTECTING RAILWAY.
INTERESTS.

(Wah Tsai Yat Po's Service.)

PEKING, June 9.

The Board of Communications has drawn up ten regulations for the protection of the interests of shareholders in all railway enterprises in China and has directed the Viceroy and Governors of the various provinces to put them into force.

HONGKONG-CANTON RAILWAY.

His Excellency Removes Some Misapprehensions.

At the meeting of the Legislative Council this afternoon, the Hon. Colonial Secretary moved:—It is hereby resolved that a sum of \$3,280,663 be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway, British Section, during the year 1909.

Hon. Colonial Treasurer seconded.

His Excellency said:—When I made a statement to the Council at the last meeting but one I observed that there was need this year to introduce a resolution approving the advance for funds for railway construction during the current year, because the sum was borne on the annual estimates in accordance with the instructions contained in the new finance regulations introduced by the Secretary of State. I find that the more correct procedure will be to introduce the usual resolution this year but it will not be required next year. It has therefore been included in the business of the day. Since we have the railway question before us again to-day I am glad to take this opportunity of removing any misapprehensions on the part of the members of the Council, because I myself was misled. I quoted the words on page 2 of the Chief Engineer's report which read as follows:—"The cost of the tunnel driving was very much reduced during 1908 due to better organization, made possible by co-ordinating more work to the work." This was followed by figures giving the actual cost per lineal foot for heading, enlarging and bricking in for each of the years 1907 and 1908 and also a reduction in the cost per foot of 10.8 per cent. in favour of the latter year. Yet the report states that the difficulties encountered in the tunnel in 1908 were greater than in 1907 and accounts for the large increase over the estimates. I failed to obtain an explanation for this apparent contradiction, but the Chief Engineer now explains it by a reference to his former report, which I had overlooked, in which it is explained that the so-called cost per lineal foot in 1907 included the expenditure upon the metric gauge construction line laid down at both ends of the tunnel, the erection of machinery, the accumulation of timber and other materials at the site and many other similar items. In order to form a reliable comparison of the cost per lineal foot of tunnel between one year and another, it is necessary to exclude the cost of these items, which should be borne over the whole period during which the tunnel is under construction. As a matter of fact the cost per lineal foot was much greater in 1908 than in 1907 due to the difficulties described, the large consumption of explosives and a longer "lead," etc. It is only just to the engineers who began the tunnel work in 1907 under extreme difficulties with inadequate staff and insufficient plant and much sickness that this fact should be clearly stated. Nothing was further from my mind than to mislead the Council in any way. I have already emphasized in every statement I have made on the subject, though I have apparently failed to make my meaning clear if I may judge from the comments of the local press—viz., that the so-called "bracket" estimate cannot in any sense be regarded as an estimate of the cost of the railway. At the time Mr. Bruce made his very rough preliminary survey—measuring the tunnel for the map—the question was under discussion whether the railway should follow a route along the eastern or the western side of the peninsula. It was—viz., these issues as these upon which his advice was sought, his figures not purporting to be a considered estimate, and were supported by no calculation. They purposedly omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast, and items under plants, including rolling stock, salaries, etc. The survey has resulted in a large saving over the cost which would have been involved by following Mr. Bruce's rough line, for which credit in due to the engineers. The first estimate of the line made by a proper survey was that submitted in June, 1907, which amounted to eight million dollars. It did not include many items, as I have more than once pointed out, which at the time it was prepared were not settled. If these be added and also the cost of land resumption in the neighbourhood of the deep sea goods wharf and the passenger station it will be found that the estimate has not been exceeded except in the one particular of the tunnel. In my recent speech to the Council I criticized the "various" under different heads between the estimates presented this year and last and said that though these variations were unsatisfactory the question of method in preparing estimates was not one which reflected on British engineering skill. The variations were due to the various items were allocated under various headings and whether intermediate estimates have or have not been faulty, the original estimates for which the Consulting Engineers are responsible have not been exceeded when all items are included, excepting the cost of the tunnel which has exceeded the estimate by about one and a quarter million dollars, against which there will be a small saving on the general estimate.

LEGISLATIVE COUNCIL.

His Excellency Sir Frederick Lugard presided at the meeting of the Legislative Council which was held this afternoon. There were also present:—

Hon. Mr. F. H. Mar, Colonial Secretary.
Hon. Sir Henry Barkley, K.C., Acting Attorney General.
Hon. Mr. P. N. H. Jones, Acting Director of Public Works.
Hon. Mr. A. M. Thomson, Colonial Treasurer.
Hon. Mr. A. W. Bagwell, Registrar General.
Hon. Mr. F. J. Badley, Capt. Supt. of Police.
Hon. Mr. E. A. Hewett.
Hon. Dr. Ho Kai.
Hon. Mr. W. Y. C. M.G.
Hon. Mr. E. Osborne.
Hon. Mr. W. J. Gresson.
Hon. Mr. Murray Stewart.
Mr. G. Clementi (Clerk of Council).

TRANSFER OF DUTIES.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.

The purpose of this measure is to transfer from the departments of the Governor, the Colonial Secretary and the Registrar General certain duties in connection with licensing and registration which are more appropriately performed by the Police and Sanitary Departments.

Hon. Colonial Secretary seconded and the bill was read a first time.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to amend the Patents Ordinance 1892.

Hon. Colonial Secretary seconded and the bill was read a first time.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to amend the Opium Ordinance 1891.

The purpose of the measure is to carry into effect the instructions of the Secretary of State for the Colonies with regard to the restrictions to be placed, from the date of the expiry of the lease of the existing Farm, upon the consumption of opium in the Colony. Opium divans are abolished, the selling of prepared opium to women and children is prohibited, and restrictions are placed upon the exportation of prepared opium from the Colony. Extended powers are also given to the Government to supervise the conduct of the Farm.

Hon. Colonial Secretary seconded and the bill was read a first time.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to authorize the appropriation of a supplementary sum of five hundred and twelve thousand two hundred dollars and thirty pence, to defray the charges of the year 1908.

Hon. Colonial Treasurer seconded and the bill was read a third time and passed.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to amend the Opium Ordinance 1891.

The purpose of the measure is to carry into effect the instructions of the Secretary of State for the Colonies with regard to the restrictions to be placed, from the date of the expiry of the lease of the existing Farm, upon the consumption of opium in the Colony. Opium divans are abolished, the selling of prepared opium to women and children is prohibited, and restrictions are placed upon the exportation of prepared opium from the Colony. Extended powers are also given to the Government to supervise the conduct of the Farm.

Hon. Colonial Secretary seconded and the bill was read a first time.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to amend the Opium Ordinance 1891.

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Hon. Colonial Secretary seconded and the bill was read a first time.

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Hon. Colonial Secretary seconded and the bill was read a first time.

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Hon. Colonial Secretary seconded and the bill was read a first time.

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Hon. Colonial Secretary seconded and the bill was read a first time.

CORPUS CHRISTI FESTIVAL.

A Triduum, preceding the feast of Corpus Christi, which has been fixed by the Right Rev. Bishop Poon, Vicar Apostolic of Hongkong, to take place on Sunday, commences on Friday evening at the R. C. Cathedral. His Lordship the Bishop will preach on the following texts:—"All iniquity is sin, and there is a sin unto death" (St. John 5:17); "And Jesus said to them: I am the bread of life. If any man eat of it, he may not die" (St. John 6:1).

On Saturday, he will preach on "Decline from evil and do good" (Pa. 34-35); "Without me you can do nothing" (St. John 15:5). On Sunday, the sermon will be on "What does it profit a man if he gains the whole world and suffers the loss of his own soul?" (St. Math. 16:26). He that eats my flesh and drinks my blood has everlasting life" (St. John 6:53). The services during the Triduum will start at 5 p.m. with Solemn Vespers, sermon and Benediction of the Holy Sacrament. The Corpus Christi procession will take place on Sunday next at 5.15 p.m.

Hon. Colonial Secretary seconded and the bill was read a first time.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to amend the Patents Ordinance 1892.

The purpose of the measure is to carry into effect the instructions of the Secretary of State for the Colonies with regard to the restrictions to be placed, from the date of the expiry of the lease of the existing Farm, upon the consumption of opium in the Colony. Opium divans are abolished, the selling of prepared opium to women and children is prohibited, and restrictions are placed upon the exportation of prepared opium from the Colony. Extended powers are also given to the Government to supervise the conduct of the Farm.

Hon. Colonial Secretary seconded and the bill was read a first time.

Hon. Attorney General moved the first reading of a bill entitled An Ordinance to amend the Opium Ordinance 1891.

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Hon. Colonial Secretary seconded and the bill was read a first time.

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Hon. Colonial Secretary seconded and the bill was read a first time.

HONGKONG UNIVERSITY.

A further list of subscriptions towards the endowment fund of the proposed Hongkong University is published by the Chinese Sub-Committee as follows:—

Mr. Yung Chai Sang \$1,000
Messrs Sun Sing 500
Mr. Chan Tze Chong 500
Messrs Sang Lee 500
Mr. Tang Yut Kai 500
Messrs Wa Hing 500
Connaught Aerated Water Factory 500
Messrs Kwong Wing Sang 500
Messrs Tung Yee Sang 500
Messrs Shu Fung Hong 500
Messrs Tung Fok Tai 500
Messrs Man Loong 500
Messrs Tung Nam Tai 500
Messrs Kwong Wan Cheung 500
Messrs Yee Yuen Hing 500
Mr. Lai Shun Hing 500

HONGKONG THIRTY YEARS AGO.

(Compiled from the CHINA MAIL.)

[Note: We propose to publish, once a week, a series of articles under this title compiled from the back files of the CHINA MAIL. Should these articles induce any old China hands to put in reminiscences of those days on paper we shall be very happy to print them.—Ed., O. M.]

THE BUSINESS EXCHANGE.

In reference to the newly-organized Business Exchange for the Colony the following paragraph appears in our issue of June 3rd, 1879:—"The new Exchange was formally opened yesterday for the use of members; but as one half of the merchants and brokers who had up to our commercial community were busy writing up their mail and the other half were taking a holiday, the Secretary was almost the only one who 'looked in' to see the rooms. The room itself, large and commodious, is lined with desks, and the local and other newspapers are at hand with writing material, etc. The Exchange will doubtless fully serve the purpose for which it is intended."

"SEAMLESS EXAGGERATION."

In days of long ago the newspapers did not hesitate to criticize each other freely, as the following extract from the CHINA MAIL of June 3rd will show:—"We are astonished to see our contemporary take over without a word of comment from the New York Herald a ridiculous piece of humbug telegraphed to that paper from its 'Own Correspondent.' Therein it is set forth that 'England's foreign trade is in an unassured state as her commercial and manufacturing interests, that England's trade with China will have to be abandoned steadily year by year is now said by merchants to be as good as altogether dropped owing to the lack of profits on the business and the unsatisfactory state of England's relations with China, and that in fact it is probable that England's trade with China will have to be abandoned, for it is admitted that American opposition and enterprise have entirely killed English rivalry in that part of the world.' The CHINA MAIL comment on this is to be found in the following paragraph:—"Now everything about this article appears to be so absurdly exaggerated and silly that we scarcely have to be concerned; and no English newspaper should give currency to any thing of the kind without an exposure of the idiosyncrasy of the conception."

NEED OF FOREIGN HOUSES.

There appears in the issue dated June 7th a leading article drawing attention to the scarcity of foreign dwelling-houses in Hongkong. It states that complaints are general that rents appear to go up in inverse ratio to the dullness of the times, which means, we presume, that the Chinese interest has fast overshadowed that of the foreigner, and that "Hongkong for the Chinese" will soon be no longer a slogan but a fact. Following up their laudable desire to make him while the sun shines have become possessed of nearly all the eligible sites for building purposes and appear naturally determined to make the most of their position. There can be no objection to anyone obtaining a reasonable value for his property; but from the public point of view it appears to us that the present would be a favourable opportunity for the Government to further increase its rent revenue by placing at the disposal of these anxious builders of new houses new sites available for this purpose."

REFUSE SHOOTING.

On June 7th, 1879, the Hongkong Rifle Club celebrated its opening day at Kowloon. About 30 members were enrolled and the following committee of management was appointed:—Inspector Cameron (Police), Sgt. Barnes (7th Infantry), Regt. Sgt. Whitlock (Hongkong Volunteers), and Mr. Wilkinson. A team of 14 men then engaged in a match, Inspector Cameron's team winning by 314 to 308. The losing side challenged those who had defeated them and succeeded in turning the tables on them by scoring 316 to 294.

THE WEATHER AND THE DOCTORS.

On June 19th the following comment on the climate appeared:—"The weather here has been rather trying during the last two or three weeks: the atmosphere being damp, muggy, and hot, rendering it difficult to decide how one should dress to retain even tolerable health. The sick-list is already a heavy one, and if the same weather continues Hongkong will be a cheerful place for the doctors, who, as it is, have little to complain of."

GIRLS TO THE MUSEUM.

A list of articles presented or loaned to the City Hall Museum gives amongst others, the following:—Snake, by G. Bonhouse; moth, by G. Holmes; eggs, by J. M. Armstrong; two birds, by T. Denry; native plan of Peking, by Dr. N. B. Denry; wamp, by R. Deason; deer, by J. Gould; Hamadryad snake and 16 stuffed birds, by R. M. Harrison, R.N.

PERMANENT.

The appointments of the Hon. Mr. Marsh as Administrator and of Mr. Gresson as Colonial Secretary and Auditor-General are recorded.

THE HON. JOHN A. BINGHAM, U.S. Minister to Japan, and the Hon. George F. Stewart, U.S. Minister to China, passed through by the Pacific mail steamer.

THE DOLLAR.

During the week ended June 9th the exchange value of the dollar varied from 3s. 10½d to 3s. 11½d.

A REMEDY THAT NEVER FAILS.

No matter how severe an attack of diarrhoea may be, Chamberlain's Colic, Cholera and Diarrhoea Remedy will cure it. Everyone who has used this remedy has the power to say of it, "For all my ailments and shortcomings."

Boxing.

In a match for the heavy-weight championship of England, on May 24, Langford of America, knocked out Hagis, of England, in four rounds.

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The White Slave, by E. Marion Crawford.
Noblesse Oblige, by M. E. Francis.
Our Admirer, by M. E. Francis.
Mr. Opp, by Alice Hagan Rice.
The Story of Thyra, by Alice Brown.
The King and Isabel, by The Author of "The John Jones".
The City of Beautiful Nonsense, by E. Temple Thurston.
One Never Knows, by F. C. Phillips.
The Fault, by C. T. Fodmore.
Kingdom, by Bernard von Hutten.
The Old Man in the Corner, by Bernard von Hutten.

Orsay.
The Road of No Return, by A. C. Inghelb.
Rose of the Wilderness, by Frank Danby.
Within Four Walls, by J. Blundell-Burton.

Underground, by John K. Levi.
Mrs. Wilson's House Party, by Mrs. Cobb.
When a Woman Wins, by Mrs. Merritt.
The Three Brothers, by Edna Phillips.
A False Position, by Mrs. Baillie Reynolds.
The Love Story of St. Bel, by Bernard Capes.

The Bard, by C. A. Dawson-Scott.
The Dream and the Woman, by Tom Gallon.
The Love that Kills, by C. Stanton and H. Hosken.
The Guest at Queens, by Booth Tarkington.
An Incomplete Etonian, by Frank Danby.
Marion Quest, by Henry Handel Richardson.
Queen Kate, by Charles Givry.
Salome and the Head, by E. Nesbit.

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DISPENSE PRESCRIPTIONS.

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31, Queen's Road Central, HONGKONG.

SPORTING.

Lawn Tennis.

Y.M.C.A. TOURNAMENT.

TAIKOO V. SCHOOLMASTERS.

THE MATCH BETWEEN TAIKOO AND THE SCHOOLMASTERS.

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Steamer	Tons	Captain	Sailing date, 1908.
OCEANO	4857	F. W. Davis	1st July.
KUMERIC	4838	J. Mathie	2nd July.
ATYMERIC	4363	J. Boyd	23rd August.

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GAS ENGINES AND SUCTION GAS PLANTS.

CHEAPEST FORM OF POWER KNOWN. COST OF RUNNING, LESS THAN ANY OTHER. PER HORSE POWER PER HOUR.

HORNSBY OIL ENGINES. Awarded the £1,000 Prize offered by the War Office for the Best Military Tractor, together with £150 BONUS for exceeding the requirements of the conditions by 45 PER CENT.

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LONDON, via SUEZ	DELHI	18th June	See Special
LONDON & ANTWERP	POONA	About 18th June	Freight only
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	ASSAYE	About 24th June	Freight and Passengers

P. & O. S. N. Co.'s Office.

R. A. HEWITT, Superintendent.

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From Hongkong: "EMPEROR OF JAPAN" SATURDAY, JUNE 12th.

"EMPEROR OF CHINA" SATURDAY, JULY 3rd.

"EMPEROR OF INDIA" WEDNESDAY, JULY 14th.

"EMPEROR OF AFRICA" SATURDAY, JULY 24th.

"EMPEROR OF AUSTRALIA" SATURDAY, JULY 31st.

"EMPEROR OF AMERICA" SATURDAY, AUGUST 7th.

"EMPEROR OF EUROPE" SATURDAY, AUGUST 14th.

"EMPEROR OF ASIA" SATURDAY, AUGUST 21st.

"EMPEROR OF OCEANIA" SATURDAY, AUGUST 28th.

"EMPEROR OF ANTARCTICA" SATURDAY, SEPTEMBER 4th.

"EMPEROR OF ARCTICA" SATURDAY, SEPTEMBER 11th.

"EMPEROR OF AFRICA" SATURDAY, SEPTEMBER 18th.

"EMPEROR OF ASIA" SATURDAY, SEPTEMBER 25th.

"EMPEROR OF AUSTRALIA" SATURDAY, OCTOBER 2nd.

"EMPEROR OF AMERICA" SATURDAY, OCTOBER 9th.

"EMPEROR OF EUROPE" SATURDAY, OCTOBER 16th.

"EMPEROR OF OCEANIA" SATURDAY, OCTOBER 23rd.

"EMPEROR OF ANTARCTICA" SATURDAY, OCTOBER 30th.

"EMPEROR OF ARCTICA" SATURDAY, NOVEMBER 6th.

"EMPEROR OF AFRICA" SATURDAY, NOVEMBER 13th.

"EMPEROR OF ASIA" SATURDAY, NOVEMBER 20th.

"EMPEROR OF AUSTRALIA" SATURDAY, NOVEMBER 27th.

"EMPEROR OF AMERICA" SATURDAY, DECEMBER 4th.

"EMPEROR OF EUROPE" SATURDAY, DECEMBER 11th.

"EMPEROR OF OCEANIA" SATURDAY, DECEMBER 18th.

"EMPEROR OF ANTARCTICA" SATURDAY, DECEMBER 25th.

"EMPEROR OF ARCTICA" SATURDAY, JANUARY 1st, 1910.

"EMPEROR OF AFRICA" SATURDAY, JANUARY 8th, 1910.

"EMPEROR OF ASIA" SATURDAY, JANUARY 15th, 1910.

"EMPEROR OF AUSTRALIA" SATURDAY, JANUARY 22nd, 1910.

"EMPEROR OF AMERICA" SATURDAY, JANUARY 29th, 1910.

"EMPEROR OF EUROPE" SATURDAY, FEBRUARY 5th, 1910.

"EMPEROR OF OCEANIA" SATURDAY, FEBRUARY 12th, 1910.

"EMPEROR OF ANTARCTICA" SATURDAY, FEBRUARY 19th, 1910.

"EMPEROR OF ARCTICA" SATURDAY, FEBRUARY 26th, 1910.

"EMPEROR OF AFRICA" SATURDAY, MARCH 5th, 1910.

"EMPEROR OF ASIA" SATURDAY, MARCH 12th, 1910.

"EMPEROR OF AUSTRALIA" SATURDAY, MARCH 19th, 1910.

"EMPEROR OF AMERICA" SATURDAY, MARCH 26th, 1910.

"EMPEROR OF EUROPE" SATURDAY, APRIL 2nd, 1910.

"EMPEROR OF OCEANIA" SATURDAY, APRIL 9th, 1910.

"EMPEROR OF ANTARCTICA" SATURDAY, APRIL 16th, 1910.

"EMPEROR OF ARCTICA" SATURDAY, APRIL 23rd, 1910.

"EMPEROR OF AFRICA" SATURDAY, APRIL 30th, 1910.

"EMPEROR OF ASIA" SATURDAY, MAY 7th, 1910.

"EMPEROR OF AUSTRALIA" SATURDAY, MAY 14th, 1910.

"EMPEROR OF AMERICA" SATURDAY, MAY 21st, 1910.

"EMPEROR OF EUROPE" SATURDAY, MAY 28th, 1910.

"EMPEROR OF OCEANIA" SATURDAY, JUNE 4th, 1910.

"EMPEROR OF ANTARCTICA" SATURDAY, JUNE 11th, 1910.

"EMPEROR OF ARCTICA" SATURDAY, JUNE 18th, 1910.

"EMPEROR OF AFRICA" SATURDAY, JUNE 25th, 1910.

"EMPEROR OF ASIA" SATURDAY, JULY 2nd, 1910.

"EMPEROR OF AUSTRALIA" SATURDAY, JULY 9th, 1910.

"EMPEROR OF AMERICA" SATURDAY, JULY 16th, 1910.

"EMPEROR OF EUROPE" SATURDAY, JULY 23rd, 1910.

"EMPEROR OF OCEANIA" SATURDAY, JULY 30th, 1910.

"EMPEROR OF ANTARCTICA" SATURDAY, AUGUST 6th, 1910.

"EMPEROR OF ARCTICA" SATURDAY, AUGUST 13th, 1910.

"EMPEROR OF AFRICA" SATURDAY, AUGUST 20th, 1910.

"EMPEROR OF ASIA" SATURDAY, AUGUST 27th, 1910.

"EMPEROR OF AUSTRALIA" SATURDAY, SEPTEMBER 3rd, 1910.

"EMPEROR OF AMERICA" SATURDAY, SEPTEMBER 10th, 1910.

"EMPEROR OF EUROPE" SATURDAY, SEPTEMBER 17th, 1910.

"EMPEROR OF OCEANIA" SATURDAY, SEPTEMBER 24th, 1910.

"EMPEROR OF ANTARCTICA" SATURDAY, OCTOBER 1st, 1910.

"EMPEROR OF ARCTICA" SATURDAY, OCTOBER 8th, 1910.

"EMPEROR OF AFRICA" SATURDAY, OCTOBER 15th, 1910.

"EMPEROR OF ASIA" SATURDAY, OCTOBER 22nd, 1910.

"EMPEROR OF AUSTRALIA" SATURDAY, OCTOBER 29th, 1910.

"EMPEROR OF AMERICA" SATURDAY, NOVEMBER 5th, 1910.

"EMPEROR OF EUROPE" SATURDAY, NOVEMBER 12th, 1910.

"EMPEROR OF OCEANIA" SATURDAY, NOVEMBER 19th, 1910.

"EMPEROR OF ANTARCTICA" SATURDAY, NOVEMBER 26th, 1910.

"EMPEROR OF ARCTICA" SATURDAY, DECEMBER 3rd, 1910.

"EMPEROR OF AFRICA" SATURDAY, DECEMBER 10th, 1910.

"EMPEROR OF ASIA" SATURDAY, DECEMBER 17th, 1910.

"EMPEROR OF AUSTRALIA" SATURDAY, DECEMBER 24th, 1910.

"EMPEROR OF AMERICA" SATURDAY, DECEMBER 31st, 1910.

"EMPEROR OF EUROPE" SATURDAY, JANUARY 7th, 1911.

"EMPEROR OF OCEANIA" SATURDAY, JANUARY 14th, 1911.

"EMPEROR OF ANTARCTICA" SATURDAY, JANUARY 21st, 1911.

"EMPEROR OF ARCTICA" SATURDAY, JANUARY 28th, 1911.

"EMPEROR OF AFRICA" SATURDAY, FEBRUARY 4th, 1911.

"EMPEROR OF ASIA" SATURDAY, FEBRUARY 11th, 1911.

"EMPEROR OF AUSTRALIA" SATURDAY, FEBRUARY 18th, 1911.

"EMPEROR OF AMERICA" SATURDAY, FEBRUARY 25th, 1911.

"EMPEROR OF EUROPE" SATURDAY, MARCH 3rd, 1911.

"EMPEROR OF OCEANIA" SATURDAY, MARCH 10th, 1911.

"EMPEROR OF ANTARCTICA" SATURDAY, MARCH 17th, 1911.

"EMPEROR OF ARCTICA" SATURDAY, MARCH 24th, 1911.

"EMPEROR OF AFRICA" SATURDAY, MARCH 31st, 1911.

"EMPEROR OF ASIA" SATURDAY, APRIL 7th, 1911.

"EMPEROR OF AUSTRALIA" SATURDAY, APRIL 14th, 1911.

"EMPEROR OF AMERICA" SATURDAY, APRIL 21st, 1911.

"EMPEROR OF EUROPE" SATURDAY, APRIL 28th, 1911.

"EMPEROR OF OCEANIA" SATURDAY, MAY 5th, 1911.

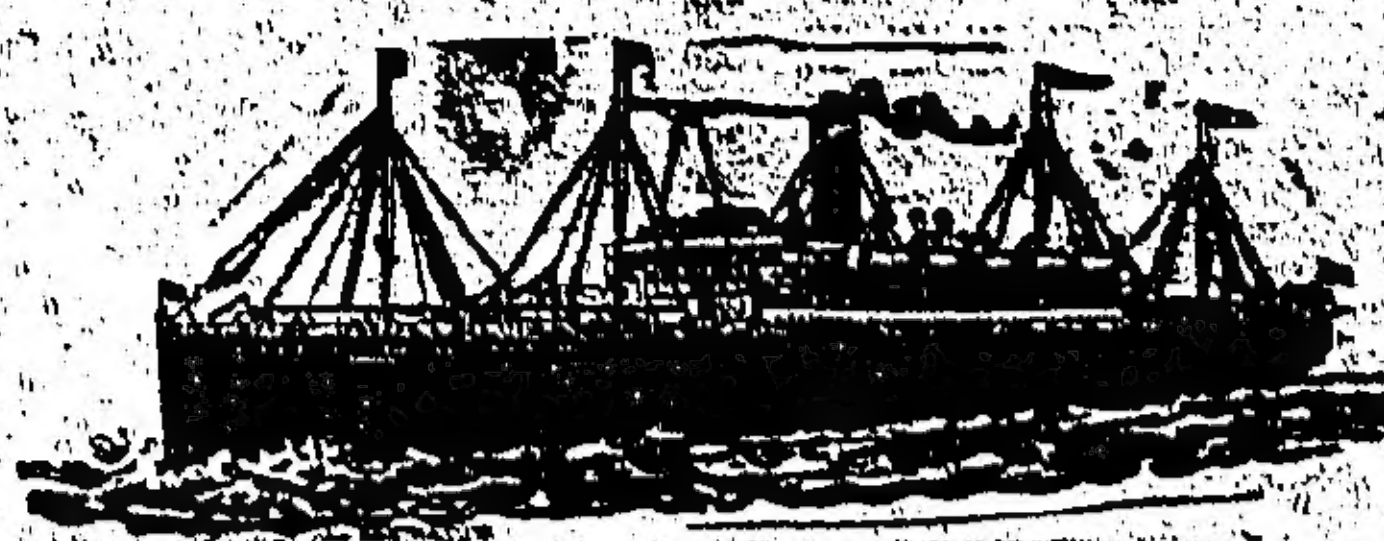
"EMPEROR OF ANTARCTICA" SATURDAY, MAY 12th, 1911.

Shipping

PACIFIC MAIL S.S. COMPANY.

TOYO KISEN KAISHA

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	DATE	TIME
MONGOLIA	TUESDAY	18th June, at Noon
KENYO MARU	WEDNESDAY	19th June, at Noon
KOREA MARU	THURSDAY	20th June, at Noon
NIPPON MARU	FRIDAY	21st June, at Noon
SIBERIA	SATURDAY	22nd June, at Noon
CHINA	SUNDAY	23rd June, at Noon
MANCHURIA	MONDAY	24th June, at Noon
CHIVO MARU	TUESDAY	25th June, at Noon

Two Screw Triple Screw Steamer.

The ss. MONGOLIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimonoseki, and Honolulu, on TUESDAY, June 18th, at Noon.

Fares: Hongkong to London \$71. 10. 0, including Berth and Meals.

China: 10,200 Tons TUESDAY, 27th July, at Noon.

Hongkong to London: via Canadian Atlantic Ports \$245.

SPECIAL RATES (first class only) granted to Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passages and Freight, apply to the Agents of the Company, K. S. SILVERSTONE, Agents.

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Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	Hongkong.	from Colombo to	Marseilles & London	Paris
Colombo	1909.		(Saturdays)	(Saturdays)
DELHI.....8000	June 12	MOULTAN.....10000	July 18	July 13
DEVANHA.....8000	June 26	CHINA.....8000	July 24	July 20
ASSAYE.....7500	July 10	MACDONIA 10000	Aug. 7	Aug. 13
DELTA.....8000	July 24	MOLDAVIA.....9500	Aug. 21	Aug. 27
CALEDONIA 7600	Aug. 7	MANTUA.....11000	Sept. 4	Sept. 10
DEVANHA.....8000	Aug. 21	MONGOLIA.....8400	Sept. 18	Sept. 24
ASSAYE.....7500	Sept. 4	MARMOIRA.....10500	Oct. 2	Oct. 8
DELTA.....8000	Sept. 18	MOREA.....11000	Oct. 16	Oct. 22
HIMALAYA 7000	Oct. 2	MOULTAN.....10000	Oct. 28	Nov. 4
	Oct. 16	INDIA.....8000	Nov. 11	Nov. 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamers from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
Hongkong	about	about
POONA.....8000	June 16	August 1
YAMU.....7000	June 30	August 15
SIMLA.....6000	July 14	August 29
MALTA.....6000	July 28	September 12
SARDINIA.....6500	Aug. 11	September 26
SYRIA.....6700	Aug. 25	Oct. 9
SUMATRA.....6700	Sept. 8	Oct. 23
BOENZO.....4800	Sept. 24	Nov. 9

These Steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, apply to E. A. HEWITT, Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE.
TO AUSTRALIA.MAIL SCHEDULE.
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong	Leave Hongkong
from Australia	for Australia	
EMPIRE.....	June 28	29th June, at Noon
EASTERN.....		21st July, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Fruit, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried. For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon, Ambulance, Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	2540	R. W. Almond	Manila	SATURDAY, June 12, at Noon.
ZAVIRO.....	2540	R. Rodger	Manila	June 19, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.



FOR BOSTON & NEW YORK, via PORTS AND SUEZ CANAL.

WEEKLY SERVICE TO OAK AT THE MALABAR COAST.



INDRANI..... TO SAIL ON, 19th June, 1909.
To be followed by
ST. PATRICK..... About 15th July, 1909.
For Freight and further information, apply to SHEWAN, TOMES & CO. General Agents.

Hongkong, May 24, 1909.

Shipping



INAUGURATION OF NEW TRANS-PACIFIC LINE.

REGULAR SERVICE
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.
Stop and sailings from HONGKONG for TACOMA, via Shanghai and Japan.
(Intermediate Ports of call:
Regular—Shanghai, Moji, Kobe and Yokohama.
Occasional—Manila, Seoul, Yokohama, Shimizu, Seattle and Victoria, B.C.)
(Subject to Alteration)

Newly built Steamers: Tons Captain Sailing Date.

TACOMA MARU, 6,178 (gross reg.) on Saturday, 3rd July.

SEATTLE MARU (already anchored) and 4 other new sister ships to follow.

The steamers have fair speed. Special up-to-date appliances for cargo working and best adapted rooms for carrying Silk, Tea, and other goods. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships, and a limited number of Cabin passengers carried at low rates. Electric Light and Steam heated.

For further information, apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, June 1, 1909.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMERS	For	LEAVING
HAICHING Captain Passmore.	AMOI & FOOCOW.	SATURDAY, 12th June, at 1 p.m.
HAIMUN Capt. J. W. Evans	SWATOW.	SATURDAY, 12th June, at 5 p.m.
HAITAN Capt. J. S. Rosch.	SWATOW, AMOI & FOOCOW.	TUESDAY, 16th June, at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	DEPARTED OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.....	JAVA	First half of June.	SHANGHAI	First half of June.
TJILIWONG.....	JAVA	Do.	JAPAN	Do.
TJIPANAS.....	JAVA	Second half of June.	SHANGHAI	Second half of June.
TJIKINI.....	JAVA	Do.	JAPAN	Do.
TJIMAH.....	JAVA	First half of July.	SHANGHAI	First half of July.
TJIBODAS.....	JAVA	Second half of July.	JAPAN	Second half of July.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

YOKO BUILDING, 1st Floor. TELEPHONE No. 376.

1307

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain Chas. Austin, MONDAY, 2nd August, at Noon, 1909.
Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada, also with Atlantic Steamship Lines for all points in Great Britain and on the Continent.
Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and Steerage (all outside rooms). Main room, Library, Smoking room, Messy, Laundry, Telephone, etc.

Trans-Pacific Cable passengers may travel by rail if desired between ports of Yokohama, Kobe, and Nagasaki without extra charge.

For connections of coastwise cable passengers return tickets are interchangeable with regular mail line between Japan, China and Hong Kong.

For full information regarding freight and passage apply to

NIIPPON YUSEN KAISHA, Agents.

Hongkong, April 14, 1909.

Shipping

FOR
STRAITS, CHINA, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COAST OF INDIA, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELHI, Captain G. W. GORDON, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, Aden, Suez, Port Said, and London, on SATURDAY, the 12th June, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mooltan, 10,000 tons, from Colombo. Passengers' accommodation on this vessel is arranged before departure from Hongkong.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, May 29, 1909.

715

NAVIGAZIONE GENERALE ITALIANA.

(FIORE & RUBINATO UNITED COMPANIES).

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean and Adriatic, East and South American Ports up to Callao.

(Taking Cargo at through rates to PERALTA, GUY and BLODIN, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA).

THE Steamship ISOLIA.

Captain Bizarro, will be despatched as above on SATURDAY, the 12th June, at Noon.
For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, June 8, 1909.

753

SHIRE LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship SEYURA.

Captain HAYES, will be despatched as above on SATURDAY, the 12th June, at 4 p.m.
The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with electric light and carries a doctor and stewards.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, June 8, 1909.

755

SHIRE LINE OF STEAMERS, LD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship DENBIGHSHIRE, Captain W. BARRITT, will be despatched as above on or about 15th June.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 29, 1909.

652

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

VIENNA AND TRIESTE Direct. Calling at SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRASSIA, RED SEA, BLACK SEA, LAYAN, VENTON and ADRIATIC PORTS.)

THE Company's Steamship E. FRANZ FERDINAND, Captain E. NERON, will be despatched as above on SATURDAY, the 12th June, at 5 p.m.

This Steamer has splendid accommodation for passengers, Electric Light and carries a Doctor and Stewardess.

For information as to Freight and Passage, apply to SANDER, WHEELER & CO., Agents, Prince's Buildings.

Hongkong, June 1, 1909.

723

CHARGEUR'S REUNIS-SEMENT STEAMSHIP COMPANY.

REGULAR PASSENGER SERVICE

TO SAN FRANCISCO, MEXICO, YERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the Chargeur's Reunisement Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

THE S. S. ADMIRAL FOURCHON, 10,000 Tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 20th of July.

For further particulars apply to

CHARGEUR'S REUNIS-SEMENT, Agents at Hongkong.

Hongkong, April 14, 1909.

812



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Manchurian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (2,671 tons each) as follows—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday Saturday	Saturday or Sunday
Ar. — Mukden	11 a.m.	Sunday	Tues.
Ar. — Changchun	8.50 p.m.	Monday	Wed.
Ar. — Harbin	8.15 p.m.	Tuesday	Thurs.
Ar. — Harbin	8.30 a.m.	Wednesday	Fri.
Ar. — Harbin	8.50 a.m.	Thursday	Sat.

Connecting at Harbin with State Express for Moscow, Wagon-Lits from Moscow, and State Express for Moscow.

SOUTH-BOUND.

Leave—Harbin (Russian Train)	Arrive—Changchun	Ar. — Mukden	Ar. — Dairen	Ar. — Shanghai (Steamer)
9 a.m.	6 p.m.	2.10 p.m.	12.30 p.m.	afternoon
Tuesday	Thursday	Friday	Saturday	Sunday
Thursday	Friday	Saturday	Sunday	Monday

* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENTS—The Company's railway and steamer tickets are obtainable at all the Agents of the International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "Yamato") at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Newchang Depots.

SOUTH MANCHURIA RAILWAY COMPANY, Dairen.

Tel. Add.: "Mantetsu" Codes: A.R.C. 5th Ed., A1 & Lieber's.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.4.
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East, 18, DES VUEUX ROAD, HONGKONG.

Hongkong, April 4, 1908.

Japan Office, 14, WATER STREET, YOKOHAMA.

744

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DEVANHA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From LONDON, ex S.S. Macedonia.
From AUSTRIA, ex S.S. India.
From CALCUTTA, ex S.S. Nile.
From PERSIAN GULF, ex S.S. N. and S. P.S. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 15th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representative at an appointed hour. All claims must be presented within 30 days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 8, 1909.

756

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENEDI.

FROM LINTH, ANTWERP, MID-DLESEX, AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 8, 1909.

750

IS CHROMIUMITY W.C.B.E.

INTRODUCING INTO CHINA.

Repel and from the "CHINA MAIL" Office.

To be had at the "CHINA MAIL" Office, 18, DES VUEUX ROAD, HONGKONG.

30 Cents.

744

WASHING BOOKS.

(In English and Chinese

To-day's Advertisements

WANTED.
FROM August or September, a Five-Roomed HOUSE, unfurnished, at the PEAK, for long lease.
Apply to
Care of "CHINA MAIL" Office.
Hongkong, June 10, 1909. 758

ELECTRIC LIGHTING PLANT.

FOR SALE.
THREE direct coupled: MARINE TYPE; ENGINES AND DYNAMOS; Manufactured by the GENERAL ELECTRIC CO. of NEW YORK. CAPACITY 30 K.W. at 110 Volts. In best order, working order.
For particulars apply to
THE SECRETARY,
HONGKONG HOTEL.
Hongkong, June 10, 1909. 759

Reduction in Price
OF
BUTTER.

From to-day our price for
Fresh Australian Butter, 1st
quality, will be
75 Cents Per Pound.

H. RUTTONJEE & SON,
Hongkong & Kowloon.

Hongkong, February 27, 1908. 23

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship JAPAN.
Captain J. G. O'Brien, will be despatched for the above Ports on SATURDAY, the 19th inst., at Noon.
This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN. (On-carrying 2 days).
Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Calcutta) to Hongkong providing a stay of 8 to 9 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.
Fares for round trip \$125.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Hongkong, June 10, 1909. 761

FROM EUROPE.

THE H.A.L. Steamship
Captain J. G. O'Brien, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter, signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be landed as consignees' risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have been landed and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m. Fire Insurance is available by the HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, June 10, 1909. 760

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES OF CARGO per Steamship TENYO MARU.
The above steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter, signature, and to take immediate delivery of their cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.
Cargo remaining on board after MONDAY, June 14th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be offered.
All Cargo undelivered after THURSDAY, June 17th, 1909, at Noon, will be subject to rent.
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on TUESDAY, June 16th, 1909, at 10 a.m.

S. SILVERSTONE, Agent.

Hongkong, June 10, 1909. 759

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

The Co.'s Steamship Sanuki Maru, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., where each consignee will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon on TUESDAY, June 15th, 1909, will be subject to rent.
No Fire Insurance has been effected.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, June 10, 1909. 762

HUNG ON & CO.,
FURNITURE STORE.

DEALERS IN UPHOLSTERY AND IMPORTERS OF EUROPEAN GOODS OF ALL KINDS.
Electro Silver Plated, Iron, and Glass Ware, Outlay and Hollow Ware.
Manufacturers of High-Class Teakwood Furniture.
Inspection of our Stock respectfully invited.
ADDRESS: 17A, QUEENS ROAD CENTRAL,
Lately occupied by A. CHAN & Co.
Hongkong, February 23, 1909.

SYRUP of FIGS
AND
ELIXIR OF
SENNA

acts gently yet promptly on
the bowels; cleanses the system
effectually; assists one
in overcoming habitual constipation permanently.

TO GET ITS BENEFICIAL EFFECTS,
ALWAYS BUY THE GENUINE.

MANUFACTURED BY
**CALIFORNIA
Fig Syrup Co.**

AGENTS
**A. S. WATSON & Co., Ltd.,
HONGKONG DISPENSARY.**

WEATHER REPORT.

GRAND CARLSON HOTEL.

The following notice is issued from the Hongkong Observatory:—
On the 10th at 12.10 p.m.—The depression lying over Korea Straits yesterday morning has moved quickly towards E.N.E. and is now passing to the Pacific to the South of Hokkaido. The other controls moving slowly towards N.E. to the North of Yezo.

The barometer has risen moderately over W. Japan, and the E. coast of China. Pressure is highest over the N. part of the China Sea and the Pacific towards the Bonins. A second maximum lies over the Yangtze valley, with relatively low pressure lying over S. China.

Moderate variable winds may be expected in the Forth Channel, and moderate S.W. and S. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
Forecast for the 24 hours ending at noon to-morrow:—
1.—Hongkong and Neighbourhood: S.W. and S. winds, fresh or moderate; equally, showery later.
2.—Forth Channel: Variable winds, moderate.
3.—South coast of China between Hongkong and Lamook: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

EXCHANGES.

Hongkong, June 10, 1909.

On London... 1/37
On demand... 1/37
On 30 days sight... 1/37
On 60 days sight... 1/37
On 90 days sight... 1/37
On 120 days sight... 1/37
On 150 days sight... 1/37
On 180 days sight... 1/37
On 210 days sight... 1/37
On 240 days sight... 1/37
On 270 days sight... 1/37
On 300 days sight... 1/37
On 330 days sight... 1/37
On 360 days sight... 1/37
On 390 days sight... 1/37
On 420 days sight... 1/37
On 450 days sight... 1/37
On 480 days sight... 1/37
On 510 days sight... 1/37
On 540 days sight... 1/37
On 570 days sight... 1/37
On 600 days sight... 1/37
On 630 days sight... 1/37
On 660 days sight... 1/37
On 690 days sight... 1/37
On 720 days sight... 1/37
On 750 days sight... 1/37
On 780 days sight... 1/37
On 810 days sight... 1/37
On 840 days sight... 1/37
On 870 days sight... 1/37
On 900 days sight... 1/37
On 930 days sight... 1/37
On 960 days sight... 1/37
On 990 days sight... 1/37
On 1020 days sight... 1/37
On 1050 days sight... 1/37
On 1080 days sight... 1/37
On 1110 days sight... 1/37
On 1140 days sight... 1/37
On 1170 days sight... 1/37
On 1200 days sight... 1/37
On 1230 days sight... 1/37
On 1260 days sight... 1/37
On 1290 days sight... 1/37
On 1320 days sight... 1/37
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On 1860 days sight... 1/37
On 1890 days sight... 1/37
On 1920 days sight... 1/37
On 1950 days sight... 1/37
On 1980 days sight... 1/37
On 2010 days sight... 1/37
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On 2070 days sight... 1/37
On 2100 days sight... 1/37
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On 2190 days sight... 1/37
On 2220 days sight... 1/37
On 2250 days sight... 1/37
On 2280 days sight... 1/37
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On 4110 days sight... 1/37
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